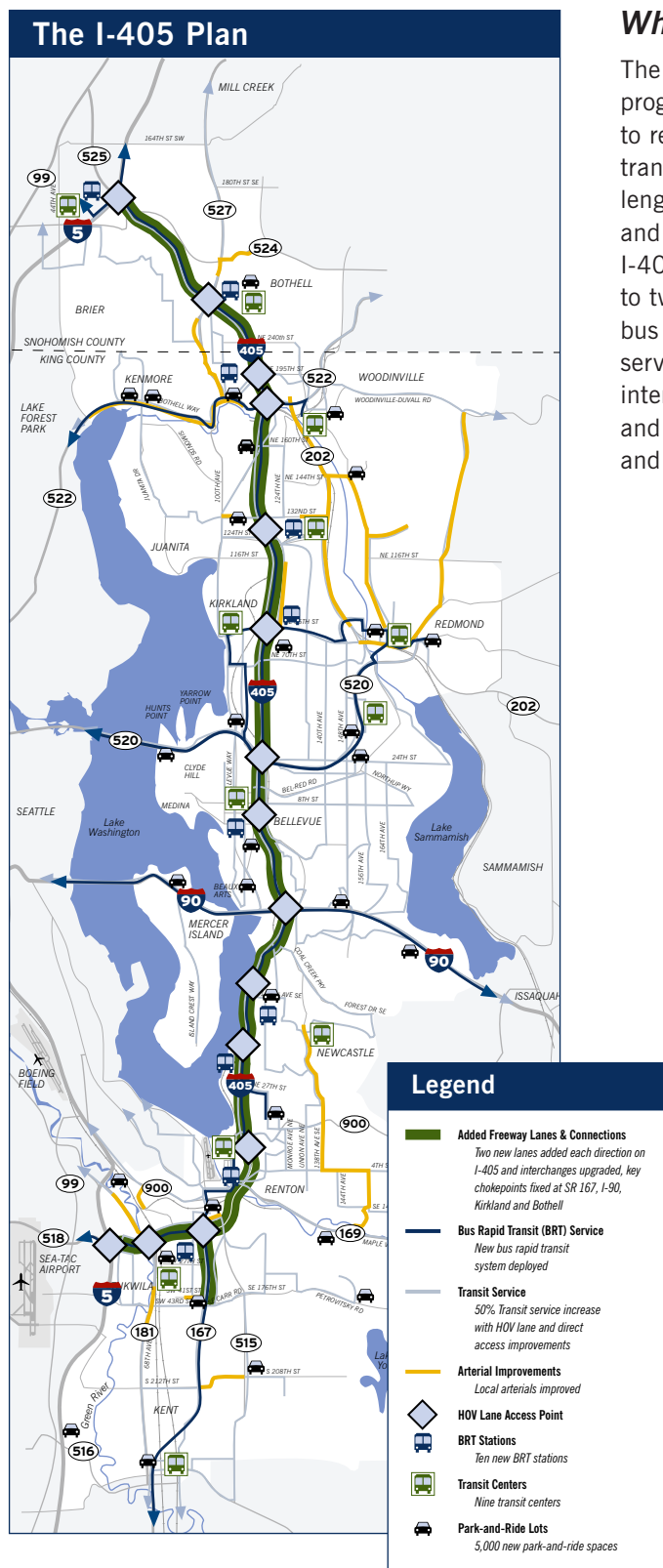


# The I-405 Corridor Program



## What is the I-405 Program?

The Interstate 405 Corridor Program is a broad term for a program of more than 150 individual, coordinated projects to relieve congestion and improve mobility for motorists, transit and freight users along the freeway's 30-mile length. The full name is "Interstate 405 Congestion Relief and Bus Rapid Transit Projects." The master plan for fixing I-405 traffic includes all transportation modes, adding up to two new lanes each direction to I-405, a corridor-wide bus rapid transit (BRT) line and increased local transit service. It will fix bottlenecks such as the SR 167/I-405 interchange, improve key arterials, expand transit centers, and add about 1,700 new vanpools and over 5,000 park and ride spaces.

## The I-405 Master Plan will ultimately:

- Add up to 2 lanes in each direction in I-405
- Develop a Bus Rapid Transit line with stations along I-405 and expanded transit centers
- Improve key arterials
- Accommodate an additional 110,000 trips per day in the corridor
- Reduce time stuck in traffic by over 13 million hours per year – an average of over 40 hours per year per regular user
- Produce travel time savings valued at \$569 million each year
- Save \$42 million each year in decreased traffic accidents
- Create 1700 new vanpools – a 100% increase
- Increase local transit service by up to 50% within the study area
- Build 5,000 new park-and-ride spaces
- Create eight new pedestrian/bicycle crossings over I-405
- Enhance freight mobility through better interchanges, travel time reduction, and updated and technologies
- Provide much-needed economic benefits for Washington State – for each \$1 million spent on new construction, an additional 30 jobs are created

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## How long will the project take to complete?

The work will take place in at least three phases:

- The “Nickel Projects” address three traffic chokepoints in Renton, Bellevue and Kirkland. The state Legislature approved \$485 million for these as part of package of projects funded by a nickel increase in the state gas tax. Environmental review for the Nickel Projects is underway; construction is expected to begin on the first project, in Kirkland, in 2006.
- Implementation Plan, a medium term (10+ years) program of improvements totaling \$4.7 billion. Many of these improvements could be funded by the Regional Transportation Investment District, if such a measure is approved by voters in King, Pierce and Snohomish counties.
- Master Plan – the long-term “vision” for improving the entire corridor, consisting of \$10.9 billion in projects.

## Why fix I-405 now?

The I-405 freeway is one of the most congested in the state, with some areas experiencing up to 10 hours of congestion a day. Without investments in the I-405 corridor, people, the economy, and the environment will be harmed. WSDOT estimates that, without improvement, rush hour trips in 2020 will take about 40 percent longer than today.

I-405 is a key route for freight as well, linking the Port of Seattle, Sea-Tac International Airport, Green River Valley warehouses (one of the nation’s largest logistics centers), I-5, and I-90. As a central transportation spine within the region’s Urban Growth Boundary, I-405 improvements will direct economic investment and population growth toward established urban centers.

Improvements are also planned to help ensure that a variety of transportation choices remain available and expand over time. For example, improved high-occupancy vehicle (HOV) lane will accommodate the eventual addition of a Bus Rapid Transit (BRT) line that will provide high-frequency express bus service along the corridor that integrates with local and regional service.

## I-405 Corridor Program Timeline

